





INTERREGIONAL GATEWAYS

The region's influence extends beyond the nine Bay Area counties. The Bay Area's transportation system serves a growing number of commuters choosing to live outside the region for lower housing prices or other quality of life reasons. In addition, the region's freeways and rail systems move goods and freight into and out of the region, serving statewide, national and international markets. The four main interregional corridors are: Interstate 580, Interstate 80, Route 17 and U.S. 101. Other less traveled gateways are Route 4, Route 12 and Route 152. The Altamont I-580 corridor is a major truck route for distribution centers located in the Central Valley. The Northwestern Pacific rail line is used to haul freight from counties north of the Bay Area.

MTC travel projections show that in-commuting from outside the Bay Area will nearly double over the next 20 years. The largest increase will be coming from the Central Valley via Yolo/Sacramento counties and San Joaquin/Stanslaus/Merced counties; in-commuting from Santa Cruz and San Benito/Monterey counties in the south and Mendocino/Lake counties in the north also is expected to increase. Also, the gateways handle significant recreational travel to beaches, the Sierras and the Delta, particularly on weekends and in the summer.

The Bay Area currently has three international airports and five seaports, which all serve travelers and freight from outside the region. Cargo tonnage handled by the region's airports and seaports is projected to triple and double respectively over the next 20 years. Much of the cargo brought into these ports is distributed outside the region by truck and rail.

Management Objectives

- Recognize Interstate 580, Interstate 80, Route 17 and U.S. 101 south as interregional gateways to encourage transit/HOV lane use
- Develop an equitable ramp-metering plan
- Maintain reliable freeway operations in off-peak period for freight mobility; use weigh-in-motion technology to expedite trucks
- Improve access to Bay Area airports and seaports
- Complete gaps in the existing HOV lane system to facilitate express bus service on HOV lanes to major employment centers

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Committed Funding

Not mapped:

- Caltrain extension to Salinas/Monterey
- Altamont Commuter Express (ACE) rail service operating and station/track improvements (4 round trips daily)

Track 1

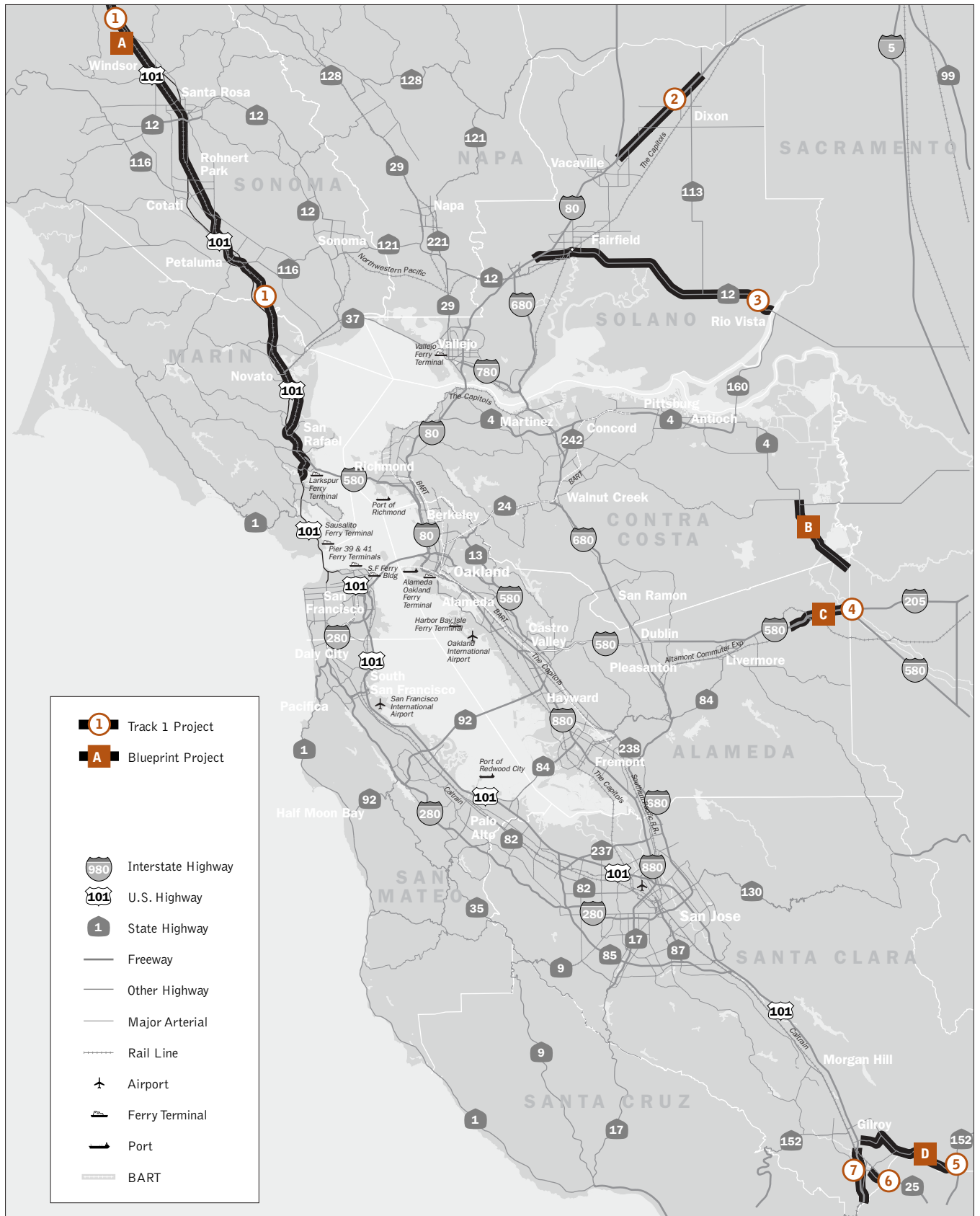
- ① North Coast Railroad Authority track maintenance and rehabilitation
- ② Widen I-80 from 6 lanes to 8 lanes between Vacaville and Dixon (Phase 1)
- ③ Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)
- ④ I-580 auto/truck separation lane at I-580/I-205 interchange
- ⑤ Additional Route 152 safety improvements between U.S. 101 and Route 156 (may include westbound Route 152 to west-bound Route 156 flyover)
- ⑥ Upgrade Route 25 to 4-lane expressway standards (Santa Clara County portion of project)
- ⑦ Route 25/Santa Teresa Boulevard/ U.S. 101 interchange construction

Blueprint

- A Sonoma-Marín Rail passenger service
- B Tracy-Brentwood Expressway: expressway on new alignment around Byron
- C Westbound truck climbing lane over Altamont Pass
- D Route 152 to full expressway to San Benito County line

Not mapped:

- Expansion of ACE service
- Intra-Tri-Valley express bus service
- San Joaquin County to Tri-Valley and Dublin/Pleasanton BART express bus service
- Capitol Corridor intercity rail improvements



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